

Equipment, § 514.15(b)(21)). Other unused mandatory Tariff Rules in § 514.15(b) shall be noted as “Not Applicable.” Equipment interchange tariffs need not reference carrier or conference rate tariffs.

(4) *Mileage guide publications.*

(c) *Essential terms of service contracts.* To the extent possible under the special full-text format for electronic filing of the essential terms of service contracts under § 514.17, the following types of governing tariffs are permissible:

(1) Essential terms publications under § 514.17(b) (solely for essential terms documents); and

(2) Tariffs of general applicability under § 514.17(b)(2) (solely for essential terms publications).

[57 FR 36271, Aug. 12, 1992, as amended at 58 FR 28, Jan. 4, 1993; 58 FR 30715, May 27, 1993]

#### § 514.13 Commodities and tariff line items (“TLIs”).

In ATFI, commodities and rates (TLIs) are created separately for system reasons, but each TLI under paragraph (b) of this section shall be associated with, applicable to, and subsumed under, an already existing, specific commodity under paragraph (a) of this section. There may be many TLIs applicable to one commodity. A different four-digit code must be assigned for every TLI applicable to one particular commodity as a suffix to the one 10-digit commodity code, created by the tariff owner under paragraph (a) of this section.

(a) *Commodities*—(1) *Choice of methodology.* For each separate commodity in a tariff, a separate and distinct 10-digit numeric code shall be used. Within the system’s transaction-set parameters, filers may use any commodity coding they wish but are urged to utilize the Harmonized System (“HS”) for both the commodity coding and associated terminology (definitions), to the maximum extent possible.

(2) *Commodity description*—(i) *General requirements.* (A) Commodity rates shall be specific and may not apply by implication, or otherwise, to analogous articles.

(B) Commodity descriptions shall include dimensions and weights for cargo rated on an “Each” (“EA”) basis, when

the packaging is non-standard (e.g., machinery).

(C) Commodities subject to minimum quantity requirements for carriage or rating shall include a clear statement of such requirements in the commodity description and/or TLI to which they apply. See also Tariff Rule 11 (§ 514.15(b)(11)).

(ii) *Exclusions; special provisions.* In the commodity description record, filers shall list commodities excluded from the commodity description and provide notes to articulate any special provisions that may apply to the commodity description, e.g., where a commodity is subject to time/volume, open or independent-action rates, as described in paragraph (b)(19) of this section.

(iii) *Assessorial charges applicable to commodity.* Assessorial charges (see § 514.10(d)) that are specific to a described commodity shall be applied to the commodity by creating the appropriate algorithm condition sets in the commodity description record.

(3) *Use of the HS code (Optional).*—

(i) *The Harmonized System (“HS”).* In HS, the first two digits identify the chapter. The basic commodity chapters are numbered from “1” to “97.” Each chapter is divided into several commodity headings. The second two HS digits identify the heading. Each heading is divided into several commodity subheadings. The third two HS digits identify the subheading. Finally, four more digits (digits 6–10) can be used to further classify commodities within the HS chapter, heading and subheading.

(ii) *Classification and description under the optional HS code.* When using HS, commodities should be classified as specifically as possible under the HS, in a manner which conforms the product under substantive, rather than simply textual, criteria. Each commodity description should be consistent with the corresponding HS description for the particular code or parts of the code used. When using HS, for the first six digits (of the 10-digit ATFI commodity code), filers should not use other codes not found in the HS, but should use the modified HS and special ATFI codes described in this paragraph. The remaining system four digits are to be supplied, but different commodities

may not have the same 10-digit number.

(iii) *Six-digit code applicable to commodity.* If the commodity description established by the filer coincides with an HS description at the (first) six-digit classification level, the six-digit code should be used, e.g., “9503.10—Electric trains.”

(iv) *Six-digit code inapplicable to commodity.* When the commodity description established by the filer does not fully coincide with any (first) six-digit description in the HS, as provided in paragraph (a)(3)(iii) of this section, and it would be inaccurate to describe it using a six-digit classification, only that part of the HS classification that is applicable to the filer’s commodity description should be used, as follows:

(A) *Four digits.* If a commodity can be classified only by HS chapter and heading, then the filer should use the correct chapter and heading digits (digits 1–4), and the subheading digits (digits 5–6) should be filled in with “00,” e.g., “9501.00—Wheeled toys, n.o.s.”

(B) *Two digits.* If a commodity can be classified only by the chapter (digits 1–2), then the heading and subheading digits (digits 3–6) should be “00.00,” e.g., “9500.00—Toys, n.o.s.”

(4) *Mixed commodities and mixed lots.* (i) Except for project rates under paragraph (a)(5) of this section, mixed commodities (to the extent not accommodated by the “00” HS approach described in paragraph (a)(3)(iv)(B) of this section) will require the ATFI code “99” for the first two digits, whether or not HS is used, with the next four digits (#’s 3–6) available at filers’ option, and will include situations involving:

(A) *One specific commodity description which includes several commodities classified in more than one HS chapter (or filer’s equivalent),* e.g., “Footwear” or “Footwear, n.o.s.” (various types or parts of which are contained in HS chapters 44, 64, 83, 90 and 98); or

(B) *“Mixed commodities” (semble),* as a commodity description, which includes several commodities, all of which must be specifically listed in the description for the mixed commodities, whether or not HS is used.

(ii) Whether or not HS is used, where specified proportions of certain mixed commodities or other conditions are

required to comply with the description or to be eligible for a particular TLI associated with the description, the specific proportions and/or conditions shall be set forth specifically for the commodity, and/or in a Tariff Rule under § 514.15, as applicable.

(5) *Projects (for “Project Rates”).* A “Project” commodity description for project rates (TLIs) includes materials and equipment to be employed in the construction or development of a named facility used for a major governmental, charitable, manufacturing, resource exploitation, public utility or public service purpose, and also includes disaster relief projects. None of the materials or equipment covered shall be transported for the purpose of resale or other commercial distribution.

(i) Any “Project” will require the ATFI code: “98” for the first two digits, with the next four digits (#’s 3–6) available at filer’s option, and the commodity description record shall include:

(A) An exact description of the project which demonstrates that it is qualified for a “project rate” under paragraph (a)(5), introductory paragraph, of this section.

(B) A statement that only proprietary materials actually employed in the project are eligible for the project rate. The filer shall provide for the use of a bill of lading clause on all project rate cargo, which shall state that:

All materials included in this bill of lading are of a wholly proprietary nature and shall not be resold or otherwise commercially distributed at destination.

(C) For domestic offshore carriers, a statement that the project rate will cover the carrier’s variable costs and contribute to its fixed expenses.

(ii) As an alternative to listing a “project” as a separate “commodity” under paragraph (a)(5)(i) of this section, project rates can be a stated discount for all commodities, a group of commodities, or particular TLIs thereunder, achieved by algorithms set forth in Tariff Rule 33 (§ 514.15(b)(33)), and properly applied or linked to each commodity and/or TLI, as further described in the ATFI User Guides.

(6) *Codes for non-commodity categories.* A TLI may be applicable to all commodities, or all commodities of a class, on which specific commodity descriptions are not stated, such as “cargo, n.o.s.” (not otherwise specified), “general cargo,” “freight—all kinds,” or other identifying name. Because the ATFI system requires TLIs to be associated with and subsumed within a commodity, TLIs not directly involving specific commodities must still have a “commodity code.” Therefore, TLI rates, such as for “FAK” and “NOS” (entire tariff) will require the first two digits of the “commodity code” to be “00,” with the next four digits (#’s 3–6) available at filer’s option.

(7) *Commodity index.* (i) Each commodity description created under this section shall have at least one similar index entry which will logically represent the commodity within the alphabetical index. Filers are encouraged, however, to create multiple entries in the index for articles with equally valid common use names, such as, “Sodium Chloride,” “Salt, common,” etc.

(ii) If a commodity description includes two or more commodities, each included commodity shall be shown in the index.

(iii) Items, such as “mixed commodities,” “projects” or “project rates,” “n.o.s” descriptions, and “FAK,” shall be included in the commodity index.

(b) *Tariff Line Items (“TLIs”)*—(1) *General requirements.* (i) All rates and charges shall be stated in a systematic and straightforward manner. Rates, charges, Tariff Rules, regulations or

classifications may not be duplicative, conflicting or otherwise ambiguous when compared with items in the same tariff or in any other tariff to which the publishing filer is a party.

(ii) The minimum TLI requisites are a valid, accepted commodity description to which the TLI is applicable, valid filing and effective dates, origin and destination locations or location groups within the scope of the tariff, a rate, rate basis, and service designation.

(2) *Illustrative screen.* (i) As with all ATFI screens, filers shall enter complete and accurate data in all required fields. The information shown on the simulated screen is actually entered on the “ATFI NEW (Commodity) DESCRIPTION CREATION” and “ATFI NEW TLI CREATION” screens, but when completed, is displayed on the following simulated screen, which is indexed to explanatory subparagraphs (numbers) of this paragraph. An asterisk (\*) before an item indicates that the particular field is *NOT* required to be completed, except when the situation requires it (e.g., special case number, or when an entry is required to distinguish the TLI from another TLI within the same commodity).

(ii) Where an optional TLI screen field (\*) is filled in, the TLI will apply only to shipments that comply with the condition, e.g., where the packaging type is “Crate (CRT),” then only to the particular commodity as crated. Otherwise, if the packaging code is left blank, the TLI would apply to all shipments of the particular commodity, irrespective of the package type.

|   |  |                              |                               |                  |  |
|---|--|------------------------------|-------------------------------|------------------|--|
| [§ 514.13(b)(2)]  |  | ATFI TARIFF LINE ITEM DETAIL |                               | Today: 01Jan1992 |  |
| [3] XYZ Line Worldwide Commodity Tariff [4] ( XYZZ001 )   |  |                              |                               |                  |  |
| [5] 9503-10-0010 Electric trains  |  |                              |                               |                  |  |
| [6] TLI#: 9503-10-0010-0001 [8] Amendment Type: R [12] * Spcl.Case #:                             |  |                              |                               |                  |  |
| [7] Filed: 01Jan1992 [9] Eff: 01Jan1992 [10] * thru [11]* Exp:                                    |  |                              |                               |                  |  |
| [13] Tariff Line Item Detail:   |  |                              | [14] Rates per Container Load |                  |  |
| [15] From: US ATLANTIC PORTS  |  |                              | [16] * VIA                    |                  |  |
| To: PARIS, FRANCE   |  |                              | * VIA ANTWERP, BELGIUM        |                  |  |
| [17] Basis: PC (Per Container) 40/PC [18] Units:USD - US Dollars                                  |  |                              |                               |                  |  |
| [19] Rate(s): 2,310.00 USD Ton - 1 KT or 1.000 CBM  |  |                              |                               |                  |  |
| [20] Service: PH - Pier/House   |  |                              |                               |                  |  |
| [21] * (carrier):   |  |                              |                               |                  |  |
| [22] * Packaging: CRT [23] * Ctr size: 40   |  |                              |                               |                  |  |
| [24] * Stow Code: BS [25] * Ctr type: PC  |  |                              |                               |                  |  |
| [30] * Haz code: NHZ [27] * Ctr temp: NA  |  |                              |                               |                  |  |
| [26] * (stat code): 030817  |  |                              |                               |                  |  |
| [28] TLI Notes: Rate applies on direct vessel call to<br>Antwerp and oncarriage by truck to Paris |  |                              |                               |                  |  |
| [29] ===== Assessorial Charges=====   |  |                              |                               |                  |  |
| Desc Local: Paris surcharge   |  |                              |                               |                  |  |
| Rule: 6 Min B/L charge  |  |                              |                               |                  |  |
| Rule: 7 CAF   |  |                              |                               |                  |  |

(3) *Tariff title.* See § 514.11(b)(4).

(4) *Tariff code.* See § 514.11(b)(1)(iii).

(5) *(Commodity number and description.)* The screen's description corresponds with the optional HS description for the 6-digit HS code used, as described in paragraph (a)(3)(iii) of this section.

(6) *TLI #.* The 14-digit TLI number consists of the commodity code (first ten digits), as described in paragraph (a) of this section, plus four unique *suffix* TLI digits, controlled by the ATFI system to avoid duplications of, and to differentiate, TLIs within the same commodity. For example, the TLI *suffix* of "0001" in the screen is based on a 40-foot container; the *suffix* "0002" could be based on a different TLI for a 20-foot container.

(7) *Filing date ("Filed").* See § 514.10(a)(2).

(8) *Amendment type.* The symbol "R" stands for a reduction under § 514.9(b)(18).

(9) *Effective date ("Effective").* See § 514.10(a)(3). Since the screen amendment is a reduction in foreign commerce and the filer is not a controlled carrier, it can take effect upon filing. See § 514.9(b)(18).

(10) *Thru (date).* See § 514.10(a)(5). *Special or emergency rates* may be filed as thru-date TLIs, with explanation of the rates in the TLI notes, but only if the TLI notes are explanatory, without affecting the level of the rate.

(11) *Expiration date ("Expires").* See § 514.10(a)(4).

(12) *Special case (number).* The special case number (not applicable in the illustration) is assigned by the Commission. See § 514.9(b)(19).

(13) *Tariff Line Item Detail.* This section contains the routing, shipment, rate data, etc.

(14) *Rates per Container Load.* This field echoes the rate basis under paragraph (b)(17) of this section.

(15) *Origin/destination.* The origin and destination of the shipment can be a location point or group under § 514.10(b), but must be within the tariff scope under § 514.11(b)(10).

(i) *Between TLIs prohibited.* Every TLI shall have but one origin and destination and may not purport to show the same rate in both directions. See § 514.11(b)(10)(iii).

(ii) *U.S. to/from foreign country.* In foreign commerce, the origin may not include any port or point within the same country in the destination (including the United States).

(16) *“VIA.”* “VIA” indicates the port or port group through which the cargo will be carried, outbound from its origin, and/or inbound to its destination, for through transportation. In the illustration, the TLI includes all rates and charges for the inland portion from Antwerp to Paris and is, therefore, a “through rate.” See § 514.15(b)(1).

(17) *Rate basis.* In the illustration, the rate basis is “PC (Per Container)” under the “Batch Filing Guide’s” Data Element Dictionary (“DED”) code. Regulations for other rate bases include:

(i) *AV.* When an *Ad Valorem* (“AV”) TLI is published, the filer shall include in the applicable assessorial charges (in commodity description, TLI or Tariff Rule) the algorithm(s) showing the exact method of computing the charge (e.g., shipper’s declaration, invoice value, delivered value), and, in Tariff Rule 12 (§ 514.15(b)(12)), the additional liability, if any, assumed by the common carrier in consideration therefor.

(ii) *EA.* TLIs published on an “Each” basis shall include specific provisions in Tariff Rule 2, Application of Rates (§ 514.15(b)(2)), for the applicable sizes and dimensions of general packaging units (e.g., barrels, crates, cartons under paragraph (b)(22) of this section) when the number of these packages is the basis for the calculation of freight. Commodity descriptions shall include dimensions and weights for cargo rated on an “Each” (“EA”) basis, when the packaging is non-standard (e.g., machinery).

(iii) *W.* TLI’s published on a weight only basis shall use the symbol “W.” For green salted hides in foreign com-

merce rated on a weight (“W”) Basis, see Tariff Rule 17 (§ 514.15(b)(17)).

(iv) *WM.* (A) *Whichever is greater.* TLIs published on a weight or measure (“WM”) basis shall be presumed to mean that the basis generating the greater revenue to the carrier will apply. Filers wishing to publish rates based on the lesser revenue of the two alternate bases shall construct Tariff Rules and assessorials which reflect this method of rate computation. Tariff Rule 2, Application of Rates (§ 514.15(b)(2)), shall set forth the carrier’s intentions in detail.

(B) *Autos in domestic offshore commerce.* If not rated on an “EA” basis under paragraph (b)(17)(ii) of this section, automobiles in domestic offshore commerce may not be rated on either weight or measure, whichever is greater (lesser), but only on one of these bases, and, in addition to using the appropriate rate basis code (“M” or “W”), the TLI Notes shall reflect the appropriate controlling formula, as follows:

(1) *Automobiles rated by measure (“M”).* For automobiles rated by measure, the cubic measurement for the five most recent model years shall be that prescribed by the manufacturer of the particular make and model as shown in Tariff Rule 22 (§ 514.15(b)(22));

(i) Automobiles whose measurements are not shown in Tariff Rule 22 shall be individually measured by the carrier. This fact shall be noted on the bill of lading; and

(ii) Automobiles which, because of additional accessories or equipment, vary in dimensions from the standard measurements shown in paragraphs (b)(17)(iv)(B)(1), introductory paragraph, and (b)(17)(iv)(B)(1)(i) of this section, shall be individually measured by the carrier. This fact shall be noted on the bill of lading along with the actual variation (in cubic feet) from the standard measurements; or

(2) *Automobiles rated by weight (“W”).* Each automobile tendered for shipment shall be individually weighed on the carrier’s scale. Where the carrier does not possess weighing facilities, the shipper shall have the vehicle weighed by a certified weighmaster and furnish the weighmaster’s signed statement to the carrier.

(18) *(Default) Units (of weight/measure.)*

The application of all rates and charges shall be clear and definite and explicitly stated per cubic foot, cubic meter, kiloton, kilogram or pound, or specified numbers of such units. In the illustration, the filer has defaulted its tariff to U.S. dollars. See paragraph (b)(19) of this section. The example in the illustration also shows default units of "1 KT" or "1000 CBM," which were originally set by the filer in the Tariff Record under § 514.11(b)(6). (The default units are not applicable to the illustrated TLI, which is on a "Per Container" basis, but see paragraph (b)(17) of this section.)

(19) *Rate(s).* The rate is the base ocean freight rate to ship the commodity and, in the illustration, is defaulted to U.S. Dollars which can be changed by the filer. See paragraph (b)(18) of this section and § 514.10(c). The commodity description under paragraph (a) of this section, and the TLI, by symbol or TLI note, as appropriate, shall clearly identify and explain the following types of rates and the commodities to which they are applicable:

(i) *Time/Volume rates in foreign commerce.* A time/volume rate means a rate published in a tariff which is conditional upon receipt of a specified aggregate volume of cargo or aggregate freight revenue over a specified period of time.

(A) Time/volume rates may be offered by common carriers or conferences and shall be published as TLIs for each commodity description where they apply. The commodity description shall note the availability and terms of the time/volume rate(s). (See paragraph (a)(2)(ii) of this section.) The TLI(s) shall state in the TLI note(s) that the rate is a time/volume rate.

(B) All rates, charges, classifications, Tariff Rules and practices concerning time/volume rates must be set forth in the appropriate tariff items, e.g., commodity description, TLI, and/or Tariff Rule 26 (§ 514.15(b)(26)), which shall identify the shipment records that will be maintained to support the rate.

(C) Once a time/volume rate is accepted by one shipper, it shall remain in effect for the time specified, without amendment.

(D) Any shipper utilizing a time/volume rate must give notice to the offering carrier or conference of its intention to use such a rate prior to tendering any shipments under such an arrangement. Notice may be accomplished by any effective method deemed appropriate by the offering carrier or conference and set forth in Tariff Rule 26, and cross-linked in the commodity record and/or TLI Notes.

(ii) *Open rates in foreign commerce.* An open rate in foreign commerce means a rate on a specified commodity or commodities over which a conference relinquishes or suspends its ratemaking authority, in whole or in part, thereby permitting each individual ocean common carrier member of the conference to fix its own rates on such commodity or commodities. See § 514.15(b)(15).

(A) In the conference tariff, where all TLIs for a given commodity description are opened, the description and commodity index under paragraph (a) of this section shall include the appropriate notation, i.e., the word "OPEN." Where a conference opens a rate at the TLI level, the TLI shall show the rate as "0.00" and the TLI Note shall contain the appropriate "OPEN" notation. Both commodity description and TLI Note of "opened" rates (where applicable) shall refer to Tariff Rule 15 (§ 514.15(b)(15)) which shall clearly define the word "open," as used in the tariff, and indicate where the rates of the individual conference member lines on such items may be found.

(B) Where a conference opens rates pursuant to paragraph (b)(19)(ii)(A) of this section, an individual conference member may not charge rates on the open item unless and until the individual member files a proper tariff rate covering such item, as required by this part. This may be accomplished by the individual common carrier member (or its tariff agent) filing a complete tariff pursuant to this part, or by the conference (or its tariff agent) filing in a separate tariff for open rates or in the regular conference tariff each member's rates on the opened items, indicating the rates which will be charged by each individual common carrier and the governing Tariff Rules and provisions of the conference tariff applicable

to each common carrier. When conference members publish their open rates in a separate tariff, such tariffs shall identify the conference tariff in which the open-rated condition is reflected.

(C) Controlled common carriers filing open rates are subject to the 30-day controlled common carrier notice requirement of § 514.4(c)(1)(iii), except when special permission is granted by the Commission under § 514.18.

(D) Notwithstanding paragraph (b)(19)(ii)(C) of this section, a conference may, on less than 30 days' notice, file reduced rates on behalf of controlled common carrier members for open-rated commodities:

(1) At or above the minimum level set by the conference; or

(2) At or above the level set by a member of the conference that has not been determined by the Commission to be a controlled common carrier subject to section 9 of the 1984 Act, in the trade involved.

(iii) *Independent-action rates in foreign commerce.* Each conference agreement must provide that any member of the conference may take independent action on any rate or service item required to be filed in a tariff under section 8(a) of the 1984 Act upon not more than 10 calendar days' notice to the conference and that the conference will include the new rate or service item in its tariff for use by that member, effective not later than 10 calendar days after receipt of the notice, and by any other member that notifies the conference that it elects to adopt the independent rate or service item on or after its effective date, in lieu of the existing conference tariff provision for that rate or service item. For controlled common carriers, see §§ 514.4(d)(4)(iii) and 514.9(b)(11).

(20) *Service.* Under the DED codes, the example indicates that the service will be "PH—Pier/House."

(21) *(Carrier.)* In a conference tariff, the "Carrier" field is filled in with the SCAC code (under § 514.11(a)(6)) of the carrier, when the TLI is an independent action or open rate of a carrier member of a conference (not applicable in illustration). If not filled in, the field does not appear on the screen. See paragraph (b)(19) of this section.

(22) *Packaging code.* Under the DED, the illustration's packaging code is "CRT" (Crate). See paragraph (b)(2)(ii) of this section.

(23) *Ctr size.* The example container size is 40-foot, using the DED code.

(24) *Stow code.* Under the DED, the illustration's stow code is "BS" (Bottom Stowage.)

(25) *Ctr type.* Under the DED codes, the example indicates that the container type to be "PC" (Dry).

(26) *Stat code.* The statistic code is a numeric field which is provided for convenience to the tariff owner for statistical purposes. The field can handle up to 20 digits. If not filled in, the field does not appear on the screen.

(27) *Ctr temperature.* Under the DED code, the illustration's container temperature requirement is "NA" (Not Applicable.)

(28) *TLI notes.* The TLI notes contain facts or circumstances which pertain to the particular rate. Additional rates, conditions which directly affect the rate, or assessorial charges *may not* be contained in the TLI notes, but shall be entered in the appropriate place, such as in the "Applicable Assessorial Charges" under paragraph (b)(29) of this section, or in inland rate tables under § 514.15(b)(1).

(29) *Assessorial charges.* Any matter directly affecting the rate, such as assessorial charges, shall be entered in the Assessorial Charges field, as described in § 514.10(d). The illustration shows a (Paris) surcharge and two assessorials found in and linked to Tariff Rules.

(30) *Haz code.* The Hazard code in the example is "NHZ" for "non-hazardous."

(c) *TLI calculation.* ATFI's calculation feature adds potentially applicable assessorials in algorithm form and these and inland rate charges are added to the basic ocean freight to compute the bottom line (total) freight. For a TLI calculation, as with most other ATFI operator functions, the ATFI user manual (§ 514.8(b)) is almost indispensable. The basic steps for the calculation are:

(1) Retrieve a TLI, such as the example in paragraph (b) of this section.

(2) Exercise the "Calc" option and an "ATFI RATE CALCULATION" screen

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appears. It is very similar to the ATFI TARIFF LINE ITEM DETAIL screen in paragraph (b) of this section, except that the retrieving operator enters the actual shipment data in the appropriate fields. Once these data are en-

tered and verified, the operator presses another "Calc" key and screens similar to the following simulated screens ("ATFI RATING RESULTS," (i) and (ii)) are used to show the "Total Freight" ("bottom-line freight"):

```
[§ 514.13(c)(2)(i)]
      ATFI RATING RESULTS
XYZ Line Worldwide Commodity Tariff
  ( XYZZ001 )

Commodity: Electric trains
      TLI: 9503-10-0010-0001

Actual weight: 0.000 KT
Actual volume: 0.000 CBM

      Rate Break Table
-----
2,310.00USD/ PC <--- Selected Rate

=== Establishing Rating Values
              (Cycle 0) ===

=== Establishing Ocean Freight
              (Cycle 1) ===

Basic Ocean Freight      2,310.00USD
```

```
[§ 514.13(c)(2)(ii)]
      ATFI RATING RESULTS
XYZ Line Worldwide Commodity Tariff
  ( XYZZ001 )

Freight Basis is PC
Shipment Rated at      2,310.00USD
Shipment Freight as    1 CTR

=== Beginning Rating ===

Basic Ocean Freight      2,310.00USD
Paris surcharge          100.00USD
-----
Subtotal                  2,410.00USD

CAF                        163.26USD
-----
Total Freight            2,573.26USD

===== End of Rating Results =====
```

(3) The bottom-line rate calculation facilitates estimation of the total charges for the shipment. However, "Total Freight" may not always be the freight paid by the shipper because of operator error or the application of other assessorial charges which were not in algorithm form because they could not be determined prior to shipment, e.g., detention charges. Such non-predeterminable charges, however, would be flagged for the retriever as potential charges through the dummy algorithm feature under § 514.10(d)(1)(iv).

(4) For the basic ocean freight rate and each item that may be added to it to find the overall cost, a proof screen may be used for verification after the calculation.

### § 514.14 [Reserved]

### § 514.15 Tariff Rules.

(a) *General.* (1) This section requires the electronic filing of certain tariff matter other than the major ATFI objects (TLIs, etc.) addressed elsewhere in this part, which in any way affects the application of the tariff or is related to tariff objects, as prescribed in this part. Matter required to be filed by this section shall be contained in the ATFI tariff, either:

(i) In mandatorily numbered and titled Tariff Rules under paragraph (b) of this section; or

(ii) Where the listed mandatory subjects of Tariff Rules would not include a specific proposed rule or other tariff matter of the filer, in optional Tariff